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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

**EFF DATE** 

No revision activity since Disc 23-2009

## **TERMINAL CHART NOTAMS**

**No Chart NOTAMs for Airport ULLI** 

**Airport Information** 

# **ULLI** (Pulkovo)

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## **General Info**

St Petersburg, RUS

N 59° 48.0' E 30° 15.9' Mag Var: 8.0°E

Elevation: 79'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

## **Runway Info**

Runway 10L-28R 11145' x 197' concrete Runway 10R-28L 12402' x 197' concrete

Runway 10L (97.0°M) TDZE 61'

Lights: Edge, ALS, TDZ

Runway 10R (97.0°M) TDZE 65'

Lights: Edge, ALS, Centerline, TDZ

Runway 28L (277.0°M) TDZE 78'

Lights: Edge, ALS, Centerline

Runway 28R (277.0°M) TDZE 66'

Lights: Edge, ALS, TDZ

## **Communications Info**

ATIS 127.4 Non-English

ATIS **127.3** 

Pulkovo Tower 129.0 Secondary

Pulkovo Tower 128.0 Secondary

Pulkovo Tower 118.7

Pulkovo Tower 118.1

Pulkovo Taxiing Ground Control 129.0 Secondary

Pulkovo Taxiing Ground Control 128.0 Secondary

Pulkovo Taxiing Ground Control 121.9

Pulkovo Taxiing Ground Control 121.7

Petersburg Approach Control 125.2 (174°-354°)

Petersburg Approach Control 129.0 Secondary

Petersburg Approach Control 128.0 Secondary

Petersburg Approach Control 119.3

Pulkovo Krug Radar 129.0 Secondary

Pulkovo Krug Radar 128.0 Secondary

Pulkovo Krug Radar 120.3

## **Notebook Info**

ULLI/LED

ST PETERSBURG, RUSSIA

PULKOVO

28 AUG 09

10-1P

AIRPORT BRIEFING

### 1. GENERAL

## 1.1. ATIS

ATIS 127.3 127.4 (Russian)

## 1.2. LOW VISIBILITY PROCEDURES

#### 1.2.1. **GENERAL**

Low visibility procedures shall be applied when RVR is 1000m or less. The procedures shall be announced as "Low Visibility Procedures in Progress" transmitted on ATIS or ATS unit frequencies.

CAT I, II and IIIA instrument approach procedures shall be implemented under the following meteorological conditions:

CAT I: DH is less than 80m, but not less than 60m. RVR is less than 1000m, but not less than 550m.

CAT II: DH is less than 60m, but not less than 30m. RVR is less than 550m, but not less than 350m.

CAT IIIA: DH is less than 30m, but not less than 15m. RVR is less than 350m, but not less than 200m.

After landing under low visibility conditions the flight crew must report the execution of landing, the vacation of RWY and ILS critical area to Tower after passing the last yellow light of the alternate green and yellow TWY centerline lights.

#### 1.2.2. STANDARD TAXI ROUTES OF ACFT OPERATING CAT IIIA FLIGHTS

#### 1.2.2.1. LANDING

The flight crew shall vacate RWY 10L

- along TWY B2 or along TWY B1 and taxi to Apron 3;
- along TWY B and taxi to Apron 1.

ACFT shall be met after arrival by Follow-me car as follows:

- on TWY B2 or B1 when taxiing to Apron 3;
- on TWY B when taxiing to Apron 1.
- after passing the last yellow light of the alternate green and yellow TWY centerline lights.

The flight crew shall vacate RWY 28R

- along TWY B and taxi along TWY B5 to Apron 1;
- along TWY B and B1 and taxi to Apron 3.

ACFT shall be met after arrival by Follow-me car on TWY B after passing the last yellow light of the alternate green and yellow TWY centerline lights.

ACFT taxiing to Apron 3 must request a permission to cross RWY 10L/28R from Tower before the red stop bar with "28R CAT III" sign and the established DAY marking. It is prohibited to cross the RWY during taxiing without Tower permission. RWY vacation shall be reported to Tower.

#### 1.2.2.2. DEPARTURE

Taxing on the apron and along TWY shall be carried out only after Follow-me car.

After passing the red stop bar, the Follow-me car shall perform inspection of the RWY, by the permission of Tower, for the purpose of excluding the presence of unauthorized objects on it.

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ULLI/LED ST PETERSBURG, RUSSIA PULKOVO 28 AUG 09 10-1P1 ST PAIRPORT BRIEFING

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## 1. GENERAL

## Taxiing of ACFT for take-off from RWY 10L

 From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5.

The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing and continue taxiing to red stop bar with "10L" sign;

- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car onto TWY B1 for crossing RWY 10L/28R. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing for crossing the RWY. The flight crew shall report the vacation of RWY to Tower and, by instruction, changeover to PULKOVO Taxiing to continue taxiing after Follow-me car along TWYB to TWY B5. By the instruction of PULKOVO Taxiing the flight crew shall changeover to Tower and continue taxiing to red stop bar with "10L" sign.

## Taxiing of ACFT for take-off from RWY 28R

- From Apron 1 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car to TWY B5 and then to the RIGHT along TWY B to red stop bar with "28R CAT III" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing;
- From Apron 3 shall be carried out by the permission of PULKOVO Taxiing after Follow-me car along TWY B1 to red stop bar with "28R" sign. The flight crew shall changeover to Tower by the instruction of PULKOVO Taxiing.

### 1.3. TAXI PROCEDURES

During ACFT landing on RWY 28R, when GS antenna is in operation, taxiing along Apron 5 and out of stands 113 and 114 is prohibited.

Through taxiing with MAX wingspan of 144 '/44m is allowed along TWY B5 and A3.

Use of TWY B5 is strictly along centerline under inner engines only.

TWY B6 MAX wingspan 213'/65m.

Taxiing along TWY B6 shall be carried out at reduced speed, strictly along centerline, with increased crew 's CAUTION.

### 1.4. PARKING INFORMATION

Exit stands 3, 5, 17, 38, 40, 41, 42, 65 thru 68 and 99 thru 101 by towing. Exit stands 22, 23, 24, 25 along TWY A3 when the stand with a smaller ordinal number is occupied is by towing.

Enter stands 19, 22 thru 26 and 61 thru 64 by towing.
Use of stands 20, 21, 56 thru 60, 79 and 90 thru 95 by towing.
Stands 26 and 71 available for engine run-up.

### 1.5. OTHER INFORMATION

Birds.

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ULLI/LED

ST PETERSBURG, RUSSIA

PULKOVO

14 AUG 09

10-1P2

Eff 27 Aug

AIRPORT BRIEFING

## 2. ARRIVAL

### 2.1. NOISE ABATEMENT PROCEDURES

#### 2.1.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

#### 2.1.2. APPROACH PHASE

#### Restrictions

Between 2300-0700LT RWYs 28R/L are preferential for landing, depending on meteorological and air traffic conditions.

#### RWY 28R/L special approach procedures

During RWY 28R/L approach-to-land before reaching 11.3 NM from touchdown (CRP KOLPI) ACFT shall proceed at a height not below 3040 '(2961') at circuit speed and with clean configuration of wing devices and landing gear.

From 11.3 NM from touchdown ACFT shall descend to 2050 '(1971'). Before intercepting GS ACFT shall extend landing gear and wing devices into intermediate position at 15-30° angle (IAS and angles of wing devices depending on ACFT type and mass).

After GS interception and commencement of descending to 1400  $^{\prime}$ (1321 $^{\prime}$ ) pilots shall maintain IAS V = 160KT  $^{+}$ /- 15KT but not less than established by the aeroplane flight manual.

At 1400'(1321') and final approach speed pilots shall complete wing devices setting into landing position and ACFT stabilization in landing configuration before crossing LOM. ACFT shall be completely stabilized before crossing LOM and pilots shall maintain final approach IAS till touchdown taking into account ACFT mass.

## 2.2. CAT II/III OPERATIONS

RWY 10R approved for CAT II operations, RWY 10L/28R approved for CAT II/III operations, special aircrew and ACFT certification required.

## 2.3. OTHER INFORMATION

Pilots shall additionally report the ACFT type at first contact with ST PETERSBURG ACC.

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ULLI/LED ST PETERSBURG, RUSSIA PULKOVO 14 AUG 09 (10-1P3) Eff 27 Aug AIRPORT BRIEFING

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## 3. DEPARTURE

### 3.1. START-UP PROCEDURES

Use vacant area on apron 4 before ILS border for start-up.

#### 3.2. NOISE ABATEMENT PROCEDURES

#### 3.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT, deviations are permitted only for safety reasons.

## 3.2.2. TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:

- availability of wind shear;
- moderate turbulence:
- icing.

#### Restrictions

Between 2300-0700LT RWYs 10R/L are preferential for take-off, depending on meteorological and air traffic conditions.

ACFT with IAS more than 160KT departing RWY 28R/L shall carry out take-off from RWY beginning according to the noiseless take-off procedures defined by aeroplane flight manual.

Unless otherwise instructed by ATC, while carrying out take-off from RWY 10R/L, ACFT shall carry out initial turn after passing back course LOM, then according chart, establish communication with PULKOVO Krug on frequency 120.3 at 740'(661').

Unless otherwise instructed by ATC, while carrying out take-off from RWY 28R/L, ACFT shall proceed according chart, establish communication with PULKOVO Krug on frequency 120.3 at 740′(661′).

CAT C & D ACFT shall carry out initial turn with MAX 20° bank and MAX TAS 245KT.
CAT A & B ACFT shall carry out initial turn with 10° bank.

### Special take-off procedures

Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

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JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED 10-2 Eff 9 Apr PULKÓVO (QFE) Alt Set: MM (hPa on request) QNH on request ATIS Trans level: FL49 \*127.3 Apt Elev FL59 if pressure is less than 733 MM (977.3 hPa) 79' (Russian and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) 127.4) Trans alt: 3040' (2961') 26001 KIRISHI 1A (KR 1A) KOBONA 1A (KN 1A) 2100' 2400' RWYS 28L/R ARRIVALS FROM EAST MSASPB VOR MAX 270 KT BELOW FL98 · KORONA \*420 KN N60 02.0 E031 33.0 Between FL266 & FL118 (IAF) **TIRTA** N59 54.6 E031 06.9 At FL69 C ST PETERSBURG <sup>D</sup> 113.4 SPB N59 48.4 E030 16.6 (IAF) **UNESO** N59 37.6 E031 11.3 Between FL89 & FL49 KIRISHI: \*885 KR N59 27.0 E032 03.0 FL CONVERSION Between FL256 & FL157 FL266 FL8100m FL256 FL7800m FL118 & FL79 FL157 FL4800m FL118 FL3600m FI 98 FL3000m NOT TO SCALE FL89 FL2700m FL79 FL2400m FL69 FL2100m ALT/HEIGHT CONVERSION FL59 FL1800m (QFE)

3040' (2961' - 900m)

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FL49

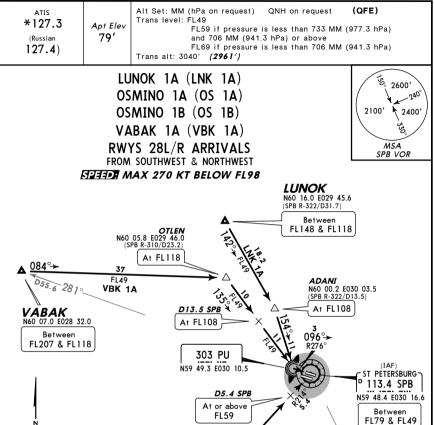
FL1500m

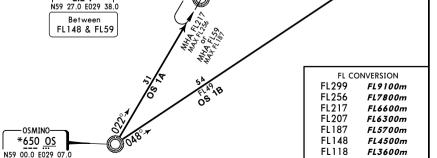
CHANGES: MSA; STARs completely revised.

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RÙNIŔ N59 29.9 E030 34.6 Between

FL79 & FL49

(2961' - 900m)

3040'

NOT TO SCALE

KIKERINO

\*535 KE

FL3300m

FL108

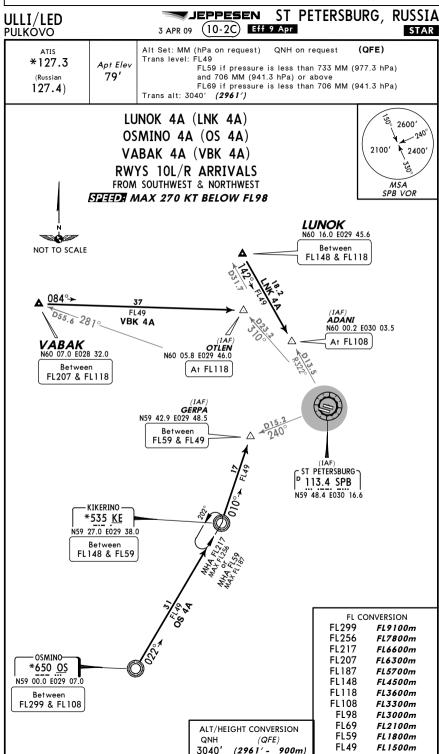
JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED (10-2B) Eff 9 Apr PULKOVO (QFE) Alt Set: MM (hPa on request) QNH on request ATIS Trans level: FL49 \*127.3 Apt Elev FL59 if pressure is less than 733 MM (977.3 hPa) 79' (Russian and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) 127.4) Trans alt: 3040' (2961') <sup>ري</sup> 2600' KIRISHI 4A (KR 4A) KOBONA 4A (KN 4A) 2100' 2400' RWYS 10L/R ARRIVALS FROM EAST MSASPB VOR MAX 270 KT BELOW FL98 KOBONA-\*420 KN N60 02.0 E031 33.0 Between FL266 & FL118 UNESO N59 37.6 E031 11.3 (IAF) CST PETERSBURG <sup>D</sup> 113.4 SPB N59 48.4 E030 16.6 Between FL79 & FL49 KIRISHI-\*885 KR N59 27.0 E032 03.0 Between FL331 & FL157 FL CONVERSION FL331 FL10100m FL118 & FL79 FL266 FL8100m FL256 FL7800m FL157 FL4800m FL118 FL3600m NOT TO SCALE FL98 FL3000m FL79 FL2400m FL2100m ALT/HEIGHT CONVERSION FL59 FL1800m (QFE) FL49 FL1500m 3040' (2961' - 900m)

CHANGES: MSA; STARs completely revised; chart redrawn.

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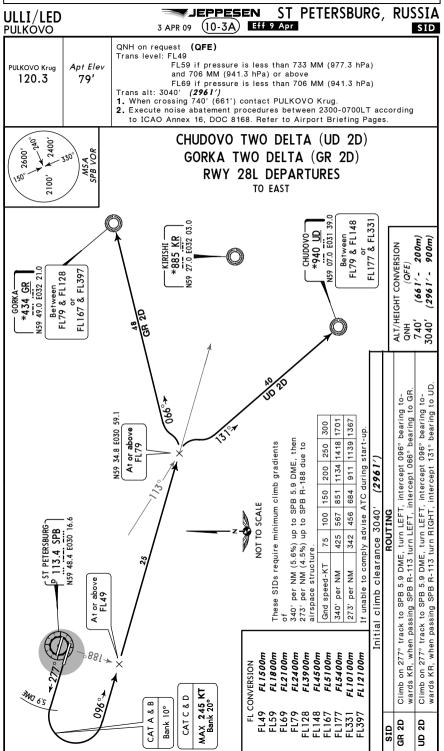
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JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED Eff 9 Apr 10-3 PULKOVO QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above PULKOVO Krua Apt Elev 120.3 791 FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2974') 1. When crossing 730' (664') contact PULKOVO Krug.
2. Execute noise abatement procedures between 2300-0700LT according to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages. CHUDOVO ONE DELTA (UD 1D) GORKA ONE DELTA (GR 1D) **RWY 28R DEPARTURES** TO EAST Between FL79 & FL148 03.0 FL177 & FL331 \*940 UD 07.0 E031 200m) ALT/HEIGHT CONVERSION QNH (*QFE*) 730' (**664' - 200m**) 3040' (**2974' - 900m**) Between FL79 & FL128 or FL167 & FL397 #434 GR \*434 GR N59 49.0 E032 2 bearing to-bearing to UD. T, intercept 097° bearing to-intercept 068° bearing to GR. At or above FL79 1013 1266 require a minimum climb gradien SPB R-188 due 7° track to SPB 5.4 DME, turn LEFT when passing SPB R-113 turn LEFT, ST PETERSBURG 113.4 SPB 113.4 SPB N59 48.4 E030 16.6 9 304' per NM At or above FL49 climb Climb on 277° t wards KR, wher Climb on 277° t wards KR, wher MAX 245 KT Bank 20° CAT C & D Bank 10° CAT A &

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SID GR 1D

₽ 9

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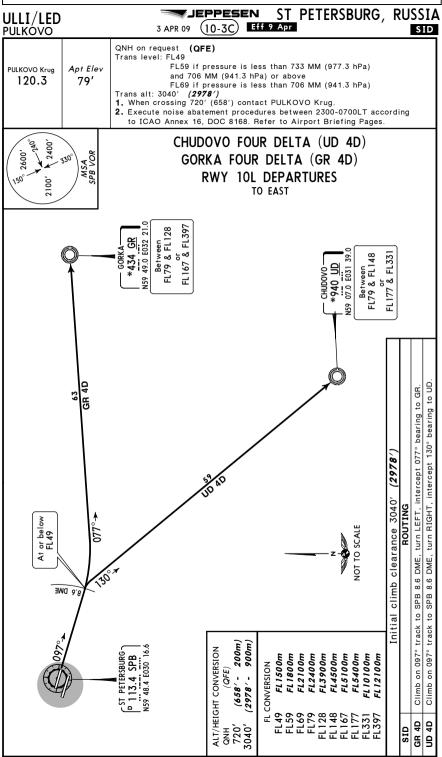
JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED PULKOVO (10-3B) Eff 9 Apr QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above PULKOVO Krua Apt Elev 791 120.3 FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2974') 1. When crossing 730' (664') contact PULKOVO Krug. Execute noise abatement procedures between 2300-0700LT according to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages. CHUDOVO THREE DELTA (UD 3D) GORKA THREE DELTA (GR 3D) **RWY 10R DEPARTURES** TO EAST Between FL79 & FL128 or FL167 & FL397 Between FL79 & FL148 or FL177 & FL331 intercept 076° bearing to GR. At or below FL49 o DWE 200m) 900m) ALT/HEIGHT CONVERSION QNH (*QFE*) 730' (**664' - 200m**) 3040' (**2974' - 900m**)

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JEPPESEN ST PETERSBURG, RUSSIA (10-3D) Eff 9 Apr

Trans level: FL49 Apt Elev PULKOVO Krug 120.3 79'

ULLI/LED

PULKÓVO

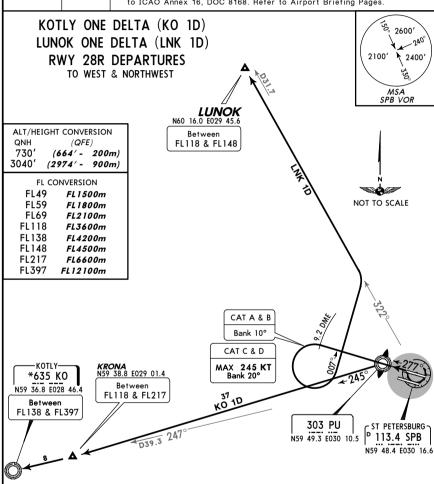
QNH on request (QFE)

FL59 if pressure is less than 733 MM (977.3 hPa)

and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa)

Trans alt: 3040' (2974')

- 1. When crossing 730' (664') contact PULKOVO Krug.
- 2. Execute noise abatement procedures between 2300-0700LT according to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages.



These SIDs require minimum climb gradients

304' per NM (5%) due to airspace structure. LNK 1D

340' per NM (5.6%) up to SPB R-322 due to airspace structure.

1013	1266	1519				
1134	1418	1701				
340' per NM						

(2974' Initial climb clearance 3040' ROUTING

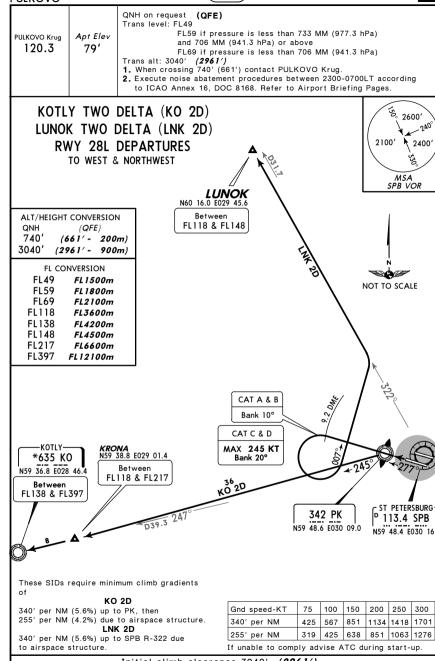
SID KO 1D Climb on 277° track to PU, turn LEFT, 245° bearing to KRONA, intercept SPB Climb on 277° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

CHANGES: MSA; SIDs completely revised; chart redrawn.

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JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED 10-3E) Eff 9 Apr **PULKÓVO** 



Initial climb clearance 3040' (2961' ROUTING SID KO 2D Climb on 277° track to PK, turn LEFT, 245° bearing to KRONA, intercept SPB Climb on 277° track to SPB 9.2 DME, turn LEFT, 007° track, turn LEFT, intercept SPB R-322 to LUNOK.

CHANGES: MSA; SIDs completely revised; chart redrawn.

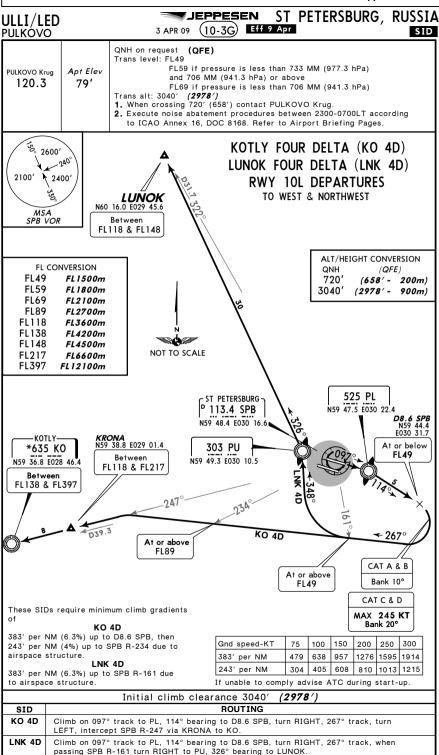
JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED (10-3F) Eff 9 Apr **PULKÓVO** QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) PULKOVO Krug Apt Elev and 706 MM (941.3 hPa) or above 120.3 79' FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040' (2974') 1. When crossing 730' (664') contact PULKOVO Krug. 2. Execute noise abatement procedures between 2300-0700LT according to ICAO Annex 16, DOC 8168. Refer to Airport Briefing Pages. KOTLY THREE DELTA (KO 3D) 2600' LUNOK THREE DELTA (LNK 3D) 2100 2400 **RWY 10R DEPARTURES** TO WEST & NORTHWEST LUNOK N60 16.0 E029 45.6 MSA Retween SPB VOR FL118 & FL148 ALT/HEIGHT CONVERSION FL CONVERSION QNH (QFE) FL49 FL1500m 730 (664' - 200m) FL59 FL1800m 3040 (2974' - 900m) FL69 FL2100m FL89 FL2700m FL118 FL3600m FL138 FL4200m FL148 FL4500m NOT TO SCALE FL217 FL6600m FL397 FL12100m ST PETERSBURG-113.4 SPB N59 48.4 E030 16.6 277 PO N59 46.9 E030 21.0 **D8.6 SPB** N59 44.5 E030 31.7 **KRONA** N59 38.8 E029 01.4 342 PK At or below \*635 KO N59 48.6 E030 09.0 FL49 Between N59 36.8 E028 46.4 FL118 & FL217 Between FL138 & FL397 KO 3D **← 267** At or above FL89 CAT A & B At or above Bank 10° FL49 CAT C & D These SIDs require minimum climb gradients MAX 245 KT Bank 20° KO 3D 383' per NM (6.3%) up to D8.6 SPB, then Gnd speed-KT 75 100 150 200 250 300 243' per NM (4%) up to SPB R-234 due to 479 638 957 1276 1595 1914 airspace structure. 383' per NM LNK 3D 304 405 608 810 1013 1215 243' per NM 383' per NM (6.3%) up to SPB R-161 due to airspace structure. If unable to comply advise ATC during start-up. Initial climb clearance 3040' (2974' SID ROUTING Climb on 097° track to PO, 105° bearing to D8.6 SPB, turn RIGHT, 267° track, turn KO 3D LEFT, intercept SPB R-247 via KRONA to KO. Climb on 097° track to PO, 105° bearing to D8.6 SPB, turn RIGHT, 267° track, when

CHANGES: MSA: SIDs completely revised: chart redrawn.

passing SPB R-161 turn RIGHT to PK, 328° bearing to LUNOK.

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ULLI/LED Apt Elev 79' N59 48.0 E030 15.9 JEPPESEN ST PETERSBURG, RUSSIA 3 APR 09 (10-9) Eff 9 Apr **PULKOVO** 

**JEPPESEN** 

JeppView 3.6.3.1

ATIS RWY 10L/28R RWY 10R/28L 127.3 118.1 118.7 Lctr 🕲

CHANGES: Apt elev. Variation. Rwy elev & bearings.

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ULLI/LED

#### JEPPESEN ST PETERSBURG, RUSSIA 3 APR 09 (10-9A) Eff 9 Apr **PULKOVO**

ADDITIONAL RUNWAY INFORMATION							
		USABLE LENGTHS					
		├─ LANDING	Ģ BEYOND ——				
RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH		
10L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR		10,007' <i>3050m</i>	000	197'		
28R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°)		10,072' <i>3070m</i>	900	60m		

• HST-B4

2 First 328'/100m unusable for take-off.

TAKE-OFF RUN AVAILABLE

RWY 10L: From posn, 328'/100m after rwy head 10,817'(3297m) twy B5 int 6713'(2046m)

RWY 28R: From posn, 328'/100m after rwy head 10,817'(3297m) twy B3 int 8025'(2446m)

For acft with engines put on pylons: 10,161′/3097m. Line-up dist from thresh is 984′/300m.

10R		HIRL	(60m)	CL	(15m)	HIALS-	II TDZ	HST-  Output  Description  Output  Description  Output  Description  Descripti	A2 RVR	11,647' 3550m	000	197'
1	28L	HIRL	(60m)	CL	(15m)	HIALS	PAPI-L	(2.67°)	) RVR	11,417' 3480m	000	60m

PAPI-L (3.00°)

G First 328'/100m unusable for take-off.

TAKE-OFF RUN AVAILABLE

RWY 10R: From posn, 328'/100m after rwy head 12,073'(3680m) twy A2 int 5243'(1598m)

RWY 28L: From posn, 328'/100m after rwy head 12,073'(3680m)

twy A1 int 8327'(2538m) twy A2 int 6490'(1978m)

For acft with engines put on pylons: 11,417'/3480m. Line-up dist from thresh is 984'/300m.

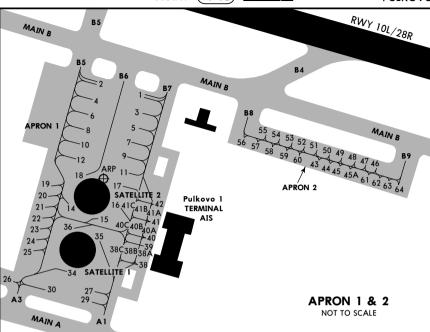
R CARRIER (FAR 121)			
ALL B			
All Rwys			
м			
ut, Adequate req. Vis Ref			
75m RVR 500m 75m VIS 400m			
175111			
77			

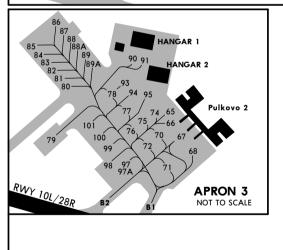
CHANGES: Usable lengths.

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JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED 3 APR 09 (10-9B) Eff 9 Apr **PULKOVO** 





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JEPPESEN 3 APR 09 Eff 9 Apr 10-9S

ST PETERSBURG, RUSSIA PULKOVO

STRAIC	SHT-IN RWY	Α	В	С	D
10L	CAT 3A ILS	RA50′ R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	<b>162</b> ′(100′)	<b>162</b> ′(100′)	162′(100 <b>′</b> )	<b>162</b> ′(100′)
		RA 104′ R350m	RA 104′ R350m	RA104′ R350m	RA 104′ R350m
	ILS	<b>262</b> ′(200′)	<b>262</b> ′(200′)	<b>262</b> ′(200′)	<b>262</b> ′(200′)
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR <b>①</b>	<b>590</b> ′(528′)	<b>590</b> ′(528′)	<b>590</b> ′(528′)	<b>590</b> ′(528 <b>′</b> )
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	C2400m	C2400m
	2 NDB ①	<b>430</b> ′(368 <b>′</b> )	<b>430</b> ′(368 <b>′</b> )	<b>430</b> ′(368′)	<b>430</b> ′(368′)
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	<b>640</b> ′(578 <b>′</b> )	<b>640</b> ′(578′)	<b>640</b> ′(578′)	<b>640</b> ′(578 <b>′</b> )
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	C2400m	C2400m
10R	CAT 2 ILS	<b>166</b> ′(100 <b>′</b> )	<b>166</b> ′(100 <b>′</b> )	<b>166</b> ′(100 <b>′</b> )	166′(100′)
		RA 105′ R350m	RA 105′ R350m	RA105′R350m	RA 105′ R350m
	ILS	<b>266</b> ′(200′)	<b>266</b> ′(200′)	<b>266</b> ′(200′)	<b>266</b> ′(200′)
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	<b>420</b> ′(354′)	<b>420</b> ′(354′)	<b>420</b> ′(354′)	420′(354′)
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB 0	<b>640</b> ′(574 <b>′</b> )	<b>640</b> ′(574′)	<b>640</b> ′(574′)	<b>640</b> ′(574′)
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	C2400m	C2400m
28L	ILS	<b>279</b> ′(200′)	<b>279</b> ′(200′)	<b>279</b> ′(200′)	<b>279</b> ′(200′)
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	<b>420</b> ′(341 <b>′</b> )	420′(341′)	<b>420</b> ′(341′)	<b>420</b> ′(341′)
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB 0	<b>580</b> ′(501 <b>′</b> )	<b>580</b> ′(501′)	<b>580</b> ′(501′)	<b>580</b> ′(501′)
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m
n Conti	nuous Descent Fina	Approach			

Ocontinuous Descent Final Approach

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JEPPESEN 3 APR 09 Eff 9 Apr 10-951

ST PETERSBURG, RUSSIA PULKOVO

		<u> </u>			PULKOVO
STRAIG	GHT-IN RWY	Α	В	С	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	<b>166</b> ′(100′)	<b>166</b> ′(100′)	<b>166</b> ′(100 <b>′</b> )	<b>166</b> ′(100′)
		RA 104′ R350m	RA 104′ R350m	RA 104′ R350m	RA 104′ R350m
	ILS	<b>266</b> ′(200′)	<b>266</b> ′(200′)	<b>266</b> ′(200′)	<b>266</b> ′(200 <b>′</b> )
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	VOR <b>①</b>	460′(394′)	<b>460</b> ′(394′)	<b>460</b> ′(394 <b>′</b> )	460′(394′)
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB <b>①</b>	<b>470</b> ′(404′)	<b>470</b> ′(404′)	<b>470</b> ′(404′)	<b>470</b> ′(404′)
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB <b>①</b>	<b>580</b> ′(514′)	<b>580</b> ′(514′)	<b>580</b> ′(514 <b>′</b> )	<b>580</b> ′(514′)
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m

Continuous Descent Final Approach

TA	TAKE-OFF RWY 10L/R, 28L/R								
	Approved	LVP must	be in Force	1					
	Operators								
	HIRL, CL	RL, CL		RCLM (DAY only)	RCLM (DAY only)				
	& mult. RVR req	& mult. RVR req	RL & CL	or RL	or RL	(DAY only)			
Α									
В	125m	150m	200m	250m	400	500			
c	_ ****				400m	500m			
D	150m	200m	250m	300m					

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3 APR 09 Eff 9 Apr

JAA MINIMUMS ST PETERSBURG, RUSSIA

STRAIG	HT-IN RWY	Α	В	С	D
10L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	<b>162</b> ′(100′)	<b>162</b> ′(100′)	<b>162</b> ′(100′)	<b>162</b> ′(100′)
		RA 104′ R350m	RA 104′ R350m	RA104′ R350m	RA 104′ R350m
	ILS	<b>262</b> ′(200′)	<b>262</b> ′(200′)	<b>262</b> ′(200′)	<b>262</b> ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC			THORIZED	
	VOR	<b>590</b> ′(528 <b>′</b> )	<b>590</b> ′(528′)	<b>590</b> ′(528′)	<b>590</b> ′(528′)
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	<b>430</b> ′(368′)	<b>430</b> ′(368′)	<b>430</b> ′(368 <b>′</b> )	<b>430</b> ′(368′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	<b>640</b> ′(578 <b>′</b> )	<b>640</b> ′(578′)	<b>640</b> ′(578 <b>′</b> )	<b>640</b> ′(578 <b>′</b> )
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
10R	CAT 2 ILS	<b>166</b> ′(100 <b>′</b> )			
			RA 105′ R350m		
	ILS	<b>266</b> ′(200′)	<b>266</b> ′(200′)	<b>266</b> ′(200′)	<b>266</b> ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC			THORIZED	
	2 NDB	<b>420</b> ′(354′)	<b>420</b> ′(354′)	<b>420</b> ′(354 <b>′</b> )	<b>420</b> ′(354′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	<b>640</b> ′(574 <b>′</b> )	<b>640</b> ′(574 <b>′</b> )	<b>640</b> ′(574′)	<b>640</b> ′(574 <b>′</b> )
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
28L	ILS	<b>279</b> ′(200′)	<b>279</b> ′(200′)	<b>279</b> ′(200′)	<b>279</b> ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC			THORIZED	
	2 NDB	<b>420</b> ′(341′)	<b>420</b> ′(341′)	<b>420</b> ′(341′)	<b>420</b> ′(341′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	<b>580</b> ′(501 <b>′</b> )	<b>580</b> ′(501′)	<b>580</b> ′(501′)	<b>580</b> ′(501 <b>′</b> )
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

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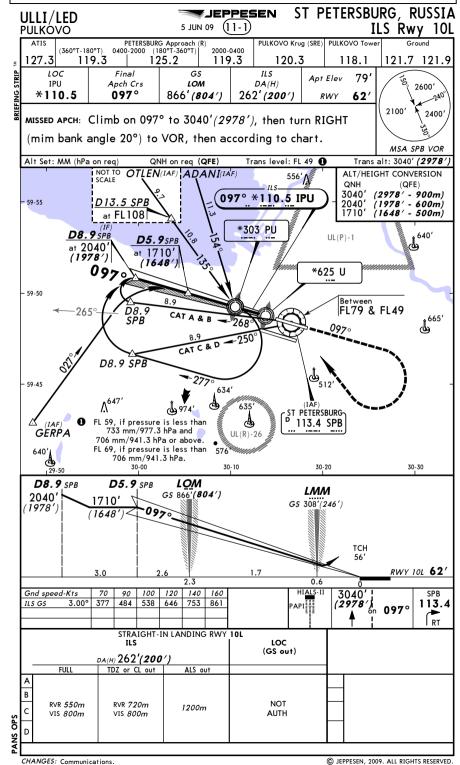
					PULKOVO
STRAIG	HT-IN RWY	Α	В	С	D
28R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	<b>166</b> ′(100 <b>′</b> )			
		RA 104′ R350m	RA104' R350m	RA 104′ R350m	RA 104′ R350m
	ILS	<b>266</b> ′(200′)	<b>266</b> ′(200′)	<b>266</b> ′(200′)	<b>266</b> ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC		NOT AU	THORIZED	
	VOR	460′(394′)	460′(394′)	<b>460</b> ′(394′)	460′(394′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	<b>470</b> ′(404′)	<b>470</b> ′(404′)	<b>470</b> ′(404′)	<b>470</b> ′(404′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	<b>580</b> ′(514′)	<b>580</b> ′(514′)	<b>580</b> ′(514′)	<b>580</b> ′(514′)
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

TA	TAKE-OFF RWY 10L/R, 28L/R								
	Approved Operators	LVP must	be in Force						
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A B C	125m	150m	200m	250m	400m	500m			
D	150m	200m	250m	300m					

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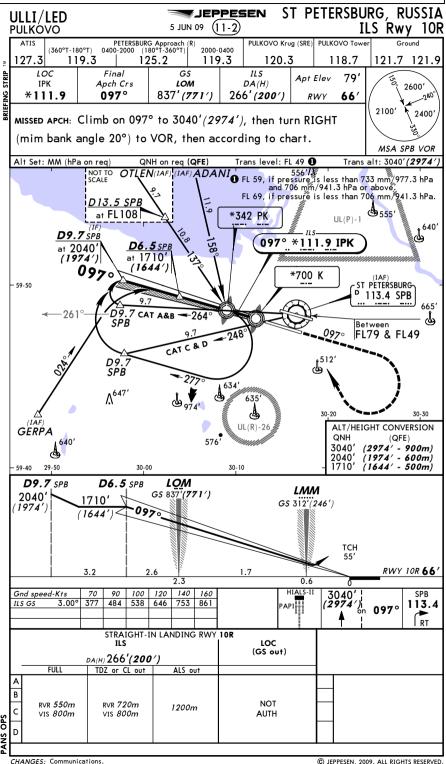
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JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED 5 JUN 09 (11-1A) CAT II ILS Rwy 10L PULKOVO PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) PULKOVO Krug (SRE) PULKOVO Tower 2000-0400 127.3 119.3 125.2 119.3 120.3 118.1 121.7 121.9 CAT II ILS RA 104' DA(H) 162' (100') LOC Final GS Apt Elev 79' IPU Apch Crs LOM 2600' **\*110.5** 097° 866' (**804**') RWY 62 2100' 2400' MISSED APCH: Climb on 097° to 3040'(2978'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart. MSA SPB VOR Alt Set: MM (hPa on reg) QNH on req (QFE) Trans level: FL 49 1 Trans alt: 3040'(2978' Special aircrew & acft certification required. ALT/HEIGHT CONVERSION NOT TO OTLEN(IAF) ADANI(IAF) 556' SCALE 3040' (2978' - 900m) 097° \*110.5 IPU D13.5 SPB 59-55 (1978' - 600m) 1710' (1648' - 500m) at FL 108 \*303 PU **D8.9** SPB UL(P)-1 640' at 2040 at 1710' (1978')(1648')0970 \*625 U 59-50 Between FL79 & FL49 ر<sup>665′</sup> -265D8.9 SPB 59-45 ₫<sup>974′</sup>  $\Lambda^{647'}$ A - ST PETERSBURG 1 FL 59, if pressure is less than 113.4 SPB (IAF) 733 mm/977.3 hPa and GERPA UL(R)-26 706 mm/941.3 hPa or above. FL 69, if pressure is less than 640' 706 mm/941.3 hPa. 29-50 30-20 30-30 **D5.9** SPB LOM **D8.9** SPB **LMM** GS 866'(804') 2040 1710 GS 308'(246') 1978' 1648 TCH 56' RWY 10L 62' 3.0 1.7 0.6 Gnd speed-Kts 70 90 100 120 140 160 HI<u>ALS</u>-II 3040' SPB 3.00° 377 484 538 646 753 861 (2978') 113.4 PAPI 097° STRAIGHT-IN LANDING RWY 10L CAT II ILS ABCD RA 104' DA(H) 162' (100' RVR 350m

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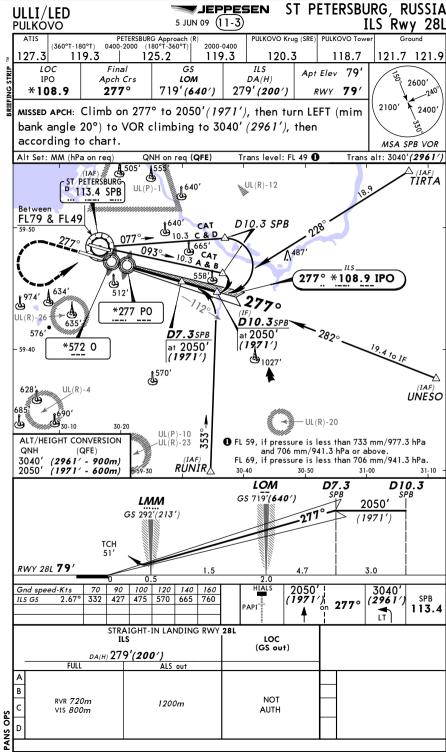
JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED 5 JUN 09 (11-2A) CAT II ILS Rwy 10R PULKOVO PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) PULKOVO Krug (SRE) PULKOVO Tower 2000-0400 127.3 119.3 125.2 119.3 120.3 118.7 121.7 121.9 CAT II ILS RA 105' DA(H) LOC Final GS Apt Elev 79' IPK Apch Crs LOM 2600' 837′*(771′)* \*111.9 097° RWY 66 2100' 2400' MISSED APCH: Climb on 097° to 3040'(2974'), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart. MSA SPB VOR QNH on reg (QFE) Trans level: FL 49 0 Trans alt: 3040' (2974' Alt Set: MM (hPa on reg) Special aircrew & acft certification required. INOT TO OTLEN(IAF) ADANI(IAF) FL 59, if pressure is less than 733 mm 1977.3 hPa and 706 mm/941.3 hPa or above. D13.5 SPB FL 69, if pressure is less than 706 mm/941.3 hPa at FL108 UL(P)-1 \*342 PK . 640 **D9.7** SPB at 2040' 097° \*111.9 IPK (1974')at 1710 (1644')0970 \*700 K ST PETERSBURG - 59-50 113.4 SPB D9.7 CAT A&B -261SPB Between 097° FL79 & FL49 CAT C & D .512' SPB ∆<sup>647′</sup> 6341 974′ ALT/HEIGHT CONVERSION UL(R)-26 GERPA 576 640' 3040' (2974' - 900m) (1974' - 600m) 1710' (1644' - 500m) 59-40 29-50 30-00 **D9.7** SPB **D6.5** SPB LOM **LMM** GS 837'(771') 2040 1710 GS 312'(246') 1974' 1644 TCH 55' RWY 10R 66 1.7 3.2 0.6 Gnd speed-Kts 70 90 100 120 140 160 HI<u>AL</u>S-II 3040' | (2974')| on SPB 3.00° 377 484 538 646 753 861 113.4 097° STRAIGHT-IN LANDING RWY 10R CAT II ILS ABCD RA 105' DA(H) 166' (100' RVR 350m

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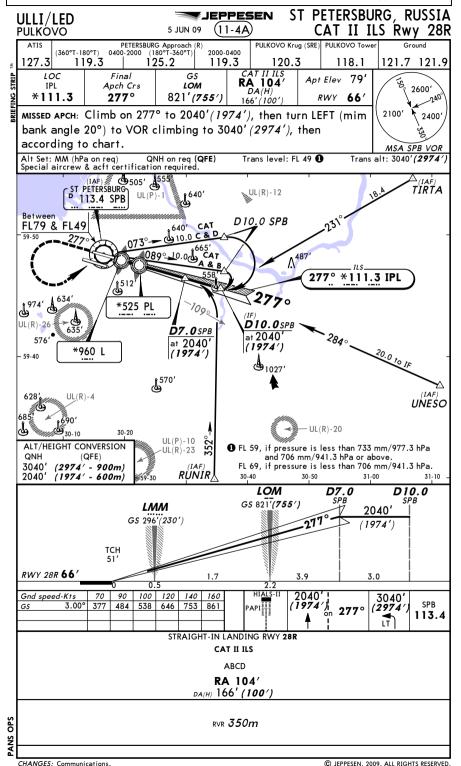
JEPPESEN ST PETERSBURG, RUSSIA ULLI/LED 5 JUN 09 (11-4) ILS Rwy 28R PULKÓVO PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) PULKOVO Krug (SRE) PULKOVO Towe 2000-0400 120.3 119.3 125.2 119.3 118.1 121.7 121.9 Final GS ILS Apt Elev 79' IPL Apch Crs LOM DA(H) 2600' 821'(755') 266'(200') \*111.3 277° RWY 66 MISSED APCH: Climb on 277° to 2040'(1974'), then turn LEFT (mim 2400 bank angle 20°) to VOR climbing to 3040' (2974'), then according to chart. MSA SPB VOR Alt Set: MM (hPa on reg) QNH on rea (QFE) Trans level: FL 49 0 Trans alt: 3040'(2974' ST PETERSBURG P 113.4 SPB UL(R)-12 Between D10.0 SPB FL79 & FL49 277° \*111.3 IPL 2770 634 974′ \*525 PL **D**10.0SPB **D7.0**SPB at 2040 576′ at 2040' (1974') \*960 L **₼**1027′ £570 628 UNESO UL(R)-20 ALT/HEIGHT CONVERSION UL(R)-23 1 FL 59, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above. (QFE) (2974' - 900m) (1974' - 600m) FL 69, if pressure is less than 706 mm/941.3 hPa. 3040' RÜNİR 30-50 31-00 LOM D7.0 D10.0 GS 821'(755') LMM GS 296'(230') TCH RWY 28R 66' 3.9 3.0 70 90 100 120 140 160 HI<u>ALS</u>-II Gnd speed-Kts 2040 3040' (**2974**') 3.00° 377 484 538 646 753 861 (1974')277° 113.4 STRAIGHT-IN LANDING RWY 28R LOC (GS out) DA(H) 266'(200') TDZ or CL out ALS out FULL NOT RVR 550m RVR 720m 1200m VIS 800m AUTH VIS 800m

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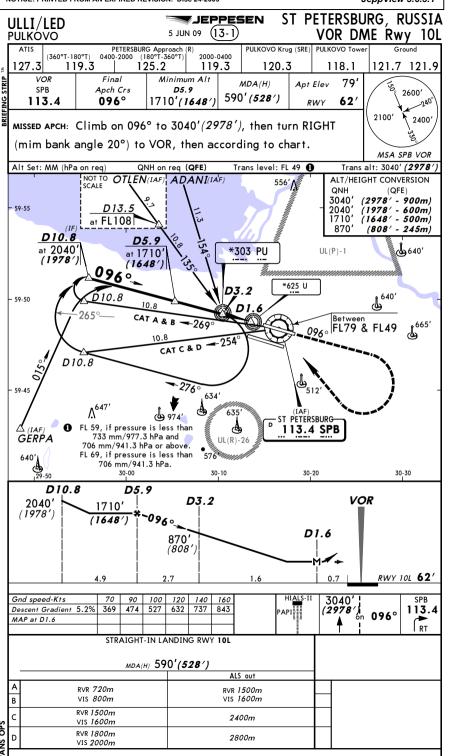
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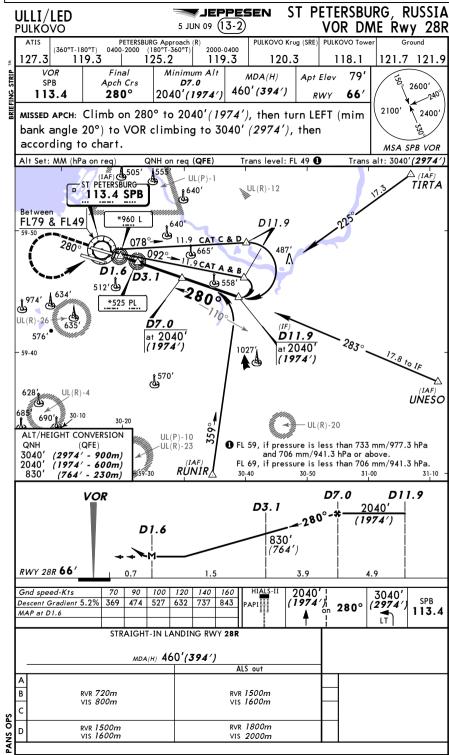
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ST PETERSBURG, RUSSIA JEPPESEN ULLI/LED 5 JUN 09 (16-1) 2 NDB or NDB Rwv 10L **PULKÓVO** PETERSBURG Approach (F (360°T-180°T) 0400-2000 (180°T-360°T) PULKOVO Krug (SRE) PULKOVO Tower 2000-0400 127.3 119.3 125.2 119.3 120.3 118.1 121.7 121.9 2 NDB Final Minimum Alt Apt Elev 79 PU Apch Crs D5.9 MDA(H) MDA(H) 2600' 097° 1710'(1648') 430' (368') 640' (578') \*303 RWY 62 2100' 2400 MISSED APCH: Climb on 097° to 3040′(2978′), then turn RIGHT (mim bank angle 20°) to VOR, then according to chart. MSA SPB VOR Alt Set: MM (hPa on reg) QNH on reg (QFE) Trans alt: 3040' (2978 Trans level: FL 49 1 NOT TO OTLEN(IAF) ADANI(IAF) ALT/HEIGHT CONVERSION 556' VOR DME REQUIRED. 3040' (2978' - 900m) 59-55 D13.5 (1978' - 600m) 2040' (1648' - 500m) at FL108 870' (808' - 245m) D10.8 D5.9 310' (248' - 75m) at 2040' at 1710 UL(P)-1 640'رفاي (1978')(1648') \*303 PU 0970 \*625 U - 59-50 **~**266° D10.8 CAT A & B Between FL79 & FL49 CAT C & D 59-45 634 ♨ (IAF) ST PETERSBURG-1 FL 59, if pressure is less than D 113.4 SPB 733 mm/977.3 hPa and GERPA UL(R)-26 706 mm/941.3 hPa or above. 29-50 FL 69, if pressure is less than 706 mm/941.3 hPa. Pass LMM not below 310' (248') D10.8 D5.9 LOM 2040 **LMM** 1710 (1978')(1648') 870 (808' RWY 10L 62' 1.7 0.6 
 Gnd speed-Kts
 70
 90
 100
 120
 140
 160

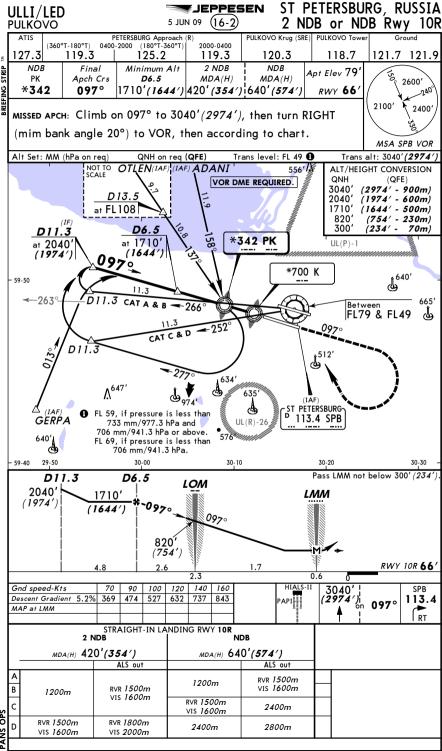
 Descent Gradient
 5.2%
 369
 474
 527
 632
 737
 843
 3040' SPB (2978') on 113.4 097° MAP at LMM STRAIGHT-IN LANDING RWY 10L 2 NDB MDA(H) 430'(368') MDA(H) 640'(578') ALS out RVR 1500m 1200m VIS 1600m RVR 1500m 1200m VIS 1600m RVR 1500m 2400m VIS 1600m RVR 1500m RVR 1800m 2400m VIS 1600m VIS 2000m

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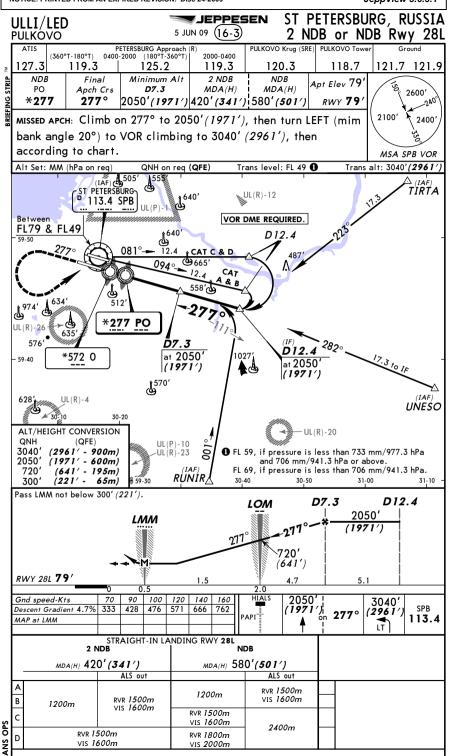
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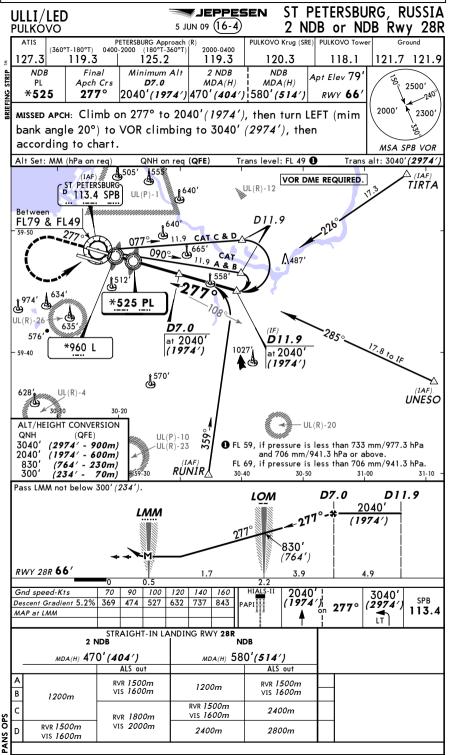
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